

INDOT 2030 Plan Update Early Coordination Meeting Notes
Southern Indiana Development Commission (SIDC) Meeting at the INDOT Central Office
Wednesday, June 30, 2004 10:00 AM to 11:30 AM

ATTENDANCE: Jo Arthur, Executive Director (SIDC)
Steve Smith, Manager – INDOT Long-Range Planning Section
Jay Mitchell, Planner – INDOT Long-Range Planning Section

OVERVIEW: Steve Smith began the meeting by providing a brief overview of the existing INDOT Long-Range Plan and an explanation of the meeting's purpose: to provide the Southern Indiana Development Commission with early input into the development of the 2004 INDOT Long Range Plan update. He noted that the 2004 Plan update would not only serve to keep the plan current, but that it was also an opportunity to extend the planning horizon outward to the year 2030.

Attention was then directed to two maps which depicted projected the 2030 level of service (LOS) outputs for two scenarios from the updated INDOT Statewide Model: 1) the 2030 No-Build E+C Network LOS and 2) the 2030 Build Network. The 2030 No-Build E+C Network is a network consisting of the existing State Highway system with no improvements other than those projects that have passed through the environmental and design phases of production and were most likely to be constructed or begun within the next seven years. The 2030 Build network is a network of the existing State Highway system that includes all of the projects as listed in the current Long-Range Plan. The traffic assignment for both networks was based on the future 2030 projections.

PROJECT EVALUATION DISCUSSION:

1. US 50 From Washington to Loogootee: The Long-Range Plan lists two projects (ID #246 and ID #62) that call for added travel lanes 2 to 4 lanes for this section of roadway. SIDC stressed the need to advance these two projects. The two projects had been placed on "hold" pending the outcome of the I-69 Evansville to Indianapolis Final Environmental Impact Statement (FEIS). It should be noted that the District also echoed the need to move the schedule up for these two projects.

***Comment:** When talking to the District, it was agreed that this segment of US 50 will be re-evaluated in light of the preferred I-69 corridor which will track to the east of Washington. However, as noted with the District, the traffic volumes for this segment may only warrant new construction as a "Super 2" roadway (a high-end roadway with 12' travel lanes and a minimum 10' paved outside shoulder. As the project advances through the EIS stage, an alternative for additional right-of-way for roadway for two additional lanes will be evaluated.*

2. SR 56 from SR 257 to Jasper in Dubois County: Even though this segment of roadway falls outside of the SIDC area, intersecting SR 257 does pass through part of Davies County to Washington.

***Comment:** It was noted that the both the 2030 No Build E+C and the 2030 Build Networks indicated a poor LOS for this segment of highway. The District had concurred and indicated that they had programmed several intersection improvements on SR 56 between Ireland and Jasper. The District had asked that this segment of roadway be considered for added capacity and the Planning Section concurred.*

SIDC pointed out that there are frequent flooding problems on adjacent SR 257 near the White River. The roadway is frequently closed and there have been drowning fatalities when the motoring public tries to ford the flooded roadway. The Planning Section noted that the District has submitted a project to correct the flooding problem but that the solution did not involve any added roadway capacity and was not subject to inclusion in the plan. The project could thus proceed independently of the Long Range Plan.

3. I-69 Corridor – Interchange Locations – emergency services: SIDC stated that there is great concern at the local level over where I-69 interchanges will be located, how they will be designed and connectivity from one side of the interstate to the other. What kind of access would the Crane Naval facility and high-tech industrial park have with regard to I-69 was also a major concern. This was particularly true since the Crane facility was being evaluated as a potential candidate for base closure.

***Comment:** The planning Section advised that the I-69 Tier II studies will be addressing interchange spacing, location and connectivity, local access roads and connectivity issues along the length of the I-69 corridor and that INDOT wanted as much local input in this process as was reasonably possible. In fact, later in that same day, the I-69 field offices for the three southern segments of I-69 were having open houses. SIDC was asked to provide input directly to the Tier II teams and to encourage anyone with such concerns to also contact those offices. It was noted that INDOT was striving to keep community cohesion along the I-69 corridor. Two areas of major concern to INDOT are the locations of schools and school bus routes in relation to the I-69 corridor and efficient linkages for emergency services with an eye towards minimal response times.*

OTHER DISCUSSION:

1. SIDC asked for some clarification regarding a project on SR 37 in Lawrence County (LRP ID #634) and what would happen south of Paoli. The Planning Section stated that SR 37 would be reconstructed from Mitchell to Paoli. The reconstruction should result in improvements to the geometry of the roadway, wider paved shoulders and improved drainage.

2. It was noted that Green County had recently been designated by the Environmental Protection Agency (EPA) as a “non-attainment” area for the 8-hour ozone standard. The Planning Section indicated that INDOT would be working with consultants to perform the required conformity determination for those highway expansion projects in Greene County currently listed in the Long-Range Plan. SIDC said that local governments in Greene County are working hard to do what is necessary to bring the county into compliance with the 8-hour ozone standards.
3. Two local projects were discussed which have no immediate bearing on the INDOT Long-Range Plan: The Town of Mitchell is looking at the possibilities of building a connector road on the northwest side of the community that would improve truck access between SR 60 and SR 37 and the industrial park and a cement plant. This may result in a shift in truck traffic from SR 60 to SR 37 near the town. Knox County is also looking at some local road improvements that would serve to improve access to an industrial area just east of US 41 near the Vincennes District Offices.
4. The Town of Washington is concerned about SR 57 inside of the US 50 bypass. The Planning Section noted that INDOT’s major investments in the Washington area will be dedicated towards I-69, its interchanges and US 50 east of the bypass. SR 57 north of the US 50 bypass and through the town will not be a candidate for added capacity. Improvements on this segment will probably be limited to safety and intersection improvements. The segment may even become a candidate for relinquishment as the final designs for I-69 and its interchanges advances.
5. SIDC indicated that would soon be updating its Regional Transportation Needs Inventory for Davies, Greene, Knox, Lawrence and Martin Counties and that INDOT and the Vincennes District would receive copies of this product.
6. SIDC said that many of the local transportation concerns revolve around the placement of the I-69 interchanges and how the interstate will affect the communities that lie along its path. It was noted the I-69 Community Planning Program is much needed in the region and that it will be of benefit to the region. SIDC also asked if the timing of I-69 Community Planning Grant Program could be moved forward. The other major local transportation concern involves finding sufficient revenue streams to adequately take care of local transportation infrastructure. Other prevalent local transportation issues frequently involve rail crossing safety and finding adequate local resources to properly maintain the local roads.